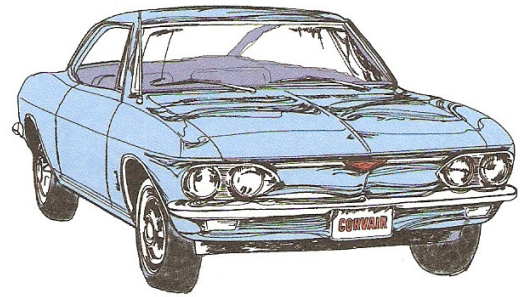
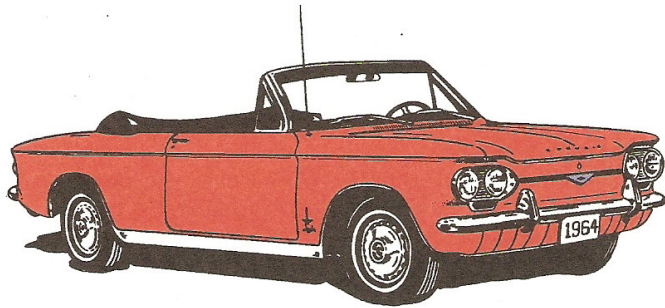


LEEKY



SEEL

CORVAIR MINNESOTA NEWSLETTER

October 2011

PRESIDENT'S PAGE

Fall is here and I have to say it is my favorite time of year. The leaves change, there's a crispness in the air, football starts up, and kids go back to school, which is a real plus when you work in a retail pet store. Traditionally the new cars come out in the fall as well, though now the manufacturers bring them out whenever they're ready. Back in 1962, Chevy was still hot on the Corvair and two milestones were introduced. First was the convertible version of the Monza, which helped solidify the sporty image of the Corvair. Second was the introduction of the Monza Spyder coupe and convertible. 1962 also was the year the Chevy II was introduced, making the '62 Corvair model range the largest it would ever be.

By the time the Corvair's life was ending in 1969, Chevy was into the third model year what voters think is the best Chevy ever. Edmunds.com reported that the 1969 Camaro was voted the "Best Chevy of all Times", according to a poll taken by Chevrolet. Obviously there is great room for debate in this vote. Personally I like most of the lines on the '67 to '69 Camaro but the front is a little to blunt nosed for my taste. Of course we Corvair drivers can take some satisfaction that if not for the Monza, there would be no Mustang or Camaro.

There were plenty of Camaros at "Classics by the Lake" in Buffalo Sept. 10th. We had nine cars turn out on an almost perfect day. Muscle cars ruled the roost and took most of the trophies but it is fun to see how much time, effort, and money people put into some of their cars. I even saw a couple hybrids, though they were "vintage" Corvette bodies on modern Corvette running gear. Thanks to Bill

Cook for getting everyone's registration and admission fee (at a great price) taken care of.

Another thanks goes to Cliff Picht for getting our Adopt a Highway put together. We will be tending to a stretch of HWY 169 just north of Belle Plain. More details will be coming at our October 11th meeting, which is back at the MUM in Plymouth. I think this is a great way to show our Minnesota pride and it's something new and different to do.

Speaking of different, we had a great turnout at the Tin Shed in Savage for our September meeting. There were 41 members and significant others in attendance. The food was very good and I think everyone was served in a pretty timely manner. Had I known so many were going to turn out I would have asked for their larger meeting room. Several members told me that it is great not going to the same place time after time. Anyway, thanks to all who turned out.

As I stated at the beginning of this ramble, fall is my favorite time of year. However having to prep and store the Corvair is not. We only have a few weeks left before the summer cars have to be put away (for most of us anyway). Please get out and enjoy the last few warm sunny days.

Stay tuned,
Lee Knauf
CMI President



**Corvair Minnesota
Business Page
September 2011**



**General Membership Meeting
September 13, 2011**

President Lee Knauf called the meeting to order and welcomed all members at 7:10 p.m. at the Tin Shed Tavern near Savage. We had a very good turnout of about 45 members and spouses apparently anxious to check out this new spot.

August Minutes: None taken as secretary worked as an election judge.

Treasurer's Report: Ray Alexander reported we have \$2783 in our treasury; \$1039 being from GMCCA.

Last Month's Events:

CORSA National Convention – Denver: The Shaefers, Storlies, and Paul Sargent attended. Paul's picture is in the Communique and Ann Marie streamlined the scoring program to expedite final tabulations. All had a good time. . .but reported it wasn't quite to the standards Cedar Rapids set.

Corn-on-the-Cob Days: August 19-21 in Plainview. Our picnic was hosted by the Days on Sunday, **August 21**, with 3 cars from Iowa joining the CMI members. As usual, the food and hospitality were outstanding.

American Legion National Convention Parade: The largest parade in Minneapolis was held Sunday, August 28 and we supplied more than enough Corvairs. We could briefly be spotted in Channel 5 news, but the event received surprisingly little coverage.

Classics by the Lake: Held in Buffalo Saturday, September 10 with 11 Corvairs and John Herkenratt earning a trophy. This show has grown quickly to 600 units.

Armed Forces Museum Benefit by the Confederate Air Force was held in Duluth and we may make it a trip for next year. Pete and Patty Prudden are very involved.

Upcoming Events:

FALL TOUR: A new, detailed itinerary from Cara Knauf (for **Sept 30 thru October 2**) highlights our

well-thought out trip to New Ulm for Heritage Fest along with a number of tours. We will be staying at the Inn of Seven Gables in Sleepy Eye, about 20 miles away. **There is still one room available.** Reservations at 800.852.9451.

Adopt-a-Highway: Cliff Picht has received word of two available sites near Belle Plaine. It was moved to go forward with adopting one of these stretches. Cliff will pursue and report back in time for us to do a fall clean-up. Suggested wording for signs is requested from members wishing to give this some thought.

Dennis Carney had two points of interest. First, he shared an ad featuring his car and second, he is a comedian and will be performing Sept 16 at the VFW in Shakopee.

October Meeting: We are back to the MUM!

The meeting was adjourned at 8:05 after applauding the waitresses.

Respectfully submitted,
Chuck Johnson

Treasurer's Report September, 2011
By *Ray Alexander*, CMI Treasurer

August 11, 2011 Balance	<u>\$2925.09</u>
Income:	
Dues received	\$20.00
Magnetic sign sales	<u>\$40.00</u>
Total Income:	\$60.00
Expenses:	
"Lecky Seel" Printing	\$70.80
"Lecky Seel" Postage	\$23.32
Thomas Reprographics (Magnetic signs)	<u>\$107.78</u>
Total Expenses:	-\$201.90
September 13, 2011 Balance:	<u>\$2783.19</u>



There were 16 Corvair Convertibles in the **American Legion Parade** held on August 28th. The weather threatened for about 15 minutes but then cleared up. Cara and I parked at the Mall of America and took the rail into Minneapolis. As with most parades, lining up was a little confusing but we did get everyone in order. As it turned out, we had more cars than riders as the state delegates opted to ride in their own vehicles (minivans with the side doors open?). Miss America was in attendance and rode in Greg Bunce's maroon late. Cliff Ekdahl had the honor of driving the Grand Marshall. As you can see from the photos, there were a lot of people in attendance. Thanks to Fran Schmit for being our contact person with the American Legion and to all the drivers who showed up as well as the members who volunteered their cars. *Lee*

see more: <http://www.youtube.com/watch?v=93QftpvBoe4> (Corvairs at about 1:25)



Grand Marshall (Cliff Ekdahl)



Honorary Grand Marshall (Cliff Picht)



Miss America (Greg Bunce)



(3)



Trip to Duluth Sept 10, 2011

We visited with Peter and Patti Prudden the day before the CAF show. Nice great friendly fun times sort of people. On Saturday the 10th we had lunch at the CAF hangar and were serenaded by a 12 piece "big band" orchestra - - great music!!



The Primary reason for the show was a fundraiser for the CAF (Commemorative Air Force). The Lake Superior Squadron is rebuilding a PBY – they have two other donor aircraft from which to scrounge Parts. They are planning to fly their PBY in 2014, down to the lake at Duluth...that is their plan. It was great to look inside and poke around all the spare parts, etc. The photo of the PBY shows my Mary looking up under the tail section. The top of the aircraft is over 20 feet high!



The museum they have in their hangar is extensive and covers a great deal of aircraft history along with a lot of WWI and WWII material.

There were a couple rebuilt WWII aircraft there that were giving rides for an honorarium of a couple hundred bucks to the CAF.



Ron Thompson

Corvair Minnesota



Next meeting:

The **October CMI membership meeting** will return to our winter location – Messiah United Methodist church (the MUM) in Plymouth at **7:00**. As always, if you come a bit early we have time to chat in the parking lot and “check out” our rides. There is ample parking.

The MUM is located just west of the intersection of County Rd 6 and Highway 101 in Plymouth.

(17805 County Road 6, Plymouth: 763-473-6968)

We meet in the room downstairs and to the Left.



Upcoming Events

October:

- Sept 30 – Oct 2 Fall Cruise to New Ulm
- 2nd Corvair Anniversary— (no event planned)
- 11th Membership Meeting at MUM
(Officer Nominations) 7:00 p.m.
- 27th CMI Board meeting

November:

- 8th Meeting at MUM (Officer Elections)
- TBD CMI Board meeting

December:

- 13th (Tuesday), Holiday Party, Latuff's Pizzeria
(watch for a flyer)
- 29th CMI Board meeting

Terminology

I always knew that a right hand thread meant you turned it clockwise to tighten.

“Righty- tighty, lefty-loosy”, was the way to remember it.

The other day CJ and I were changing brake shoes and the self adjuster needed a little lube. I pulled off the cap and there was an “R” stamped on the end of the adjusting screw. I looked at the threads and saw they were left handed so I said, “Oh, this is labeled for the right side of the vehicle.” CJ said NO - - the “R” is for Reverse.

I said, “Say what?” He said Reverse is opposite of Normal. Normal is what everybody expects - - what you call “right hand” and if it goes the other way, it’s called Reverse.

I said, “NO WAY”. He said - - - now, get this - - - he said, “I never heard the term “left hand thread” till last summer when we were building the engine for my ‘62.” This guy is a modern (2000 something) trained Helicopter Hydraulic systems guy who just spent six years in the US Marines. He explained, “Everybody I know uses the terms NORMAL for a regular thread - - a ‘normal’ thread - - what you call right hand.” I guess the only other option to a normal thread is the other one, which is the REVERSE of Normal, which I have always called ‘left hand’.

Learn something new (maybe?) every day!

Fran

Minnesota & Iowa Corvair Clubs come together for Plainview's Corn-on-the-Cob Days

Eighteen members and six Corvair cars met at the home of Clarence and Anyce Day in Plainview on Sunday, August 21, 2011, bringing together members of both the Minnesota Corvairs and the Iowa Corvair Enthusiasts. The two clubs were represented in the parade by Mr. & Mrs. Cliff Eckdahl of Redwing, MN in their white 1965 convertible and Craig Starr in his red 1963 convertible.

In the 1950s, America began to see imported cars -- Simca and Renault from France, Vauxhall from England, and Volkswagen from Germany. By 1957, the VW was way out front in sales, and apparently it was the VW which Chevrolet chose as its competition, as it used the air-cooled, rear engine like the Volkswagen, except Chevy made theirs a 6-cylinder instead of 4.

The 1960 Model Corvair came out in 1959, and was continued until 1969, with one major style change in 1965. Chevrolet competed with itself by producing the Chevy II, another small car, then in 1965, Ford introduced the Mustang, and Chevy was back with the Camaro in 1967, and the Corvairs lost interest.

The Corvair was a lightweight car that was easy and fun to drive, handling a lot like a sports car. Nearly all parts are available to restore a Corvair and keep it on the road today.

The **Chevrolet Corvair** is a compact automobile produced by the Chevrolet division of General Motors for the 1960–1969 model years. It was the only American-made, mass-produced passenger car to feature a rear-mounted air-cooled engine.

The article above appeared in the Plainview News, September 1, 2011



I grabbed both Pete Prudden and Ron Thompson for photos. There was also a very real impersonator of "Rosie the Riveter" (see photo) and the lovely Miss Molly Prudden dressed in a genuine WWII nurses uniform, again see photo.

Not only did Molly have a picture and history of the lady whose uniform she was wearing but she also had her CORVAIR out front (also see pic). Molly did her CORVAIR's restoration as a 4H project and got some prestigious awards. We'll have to ask her for all the details.



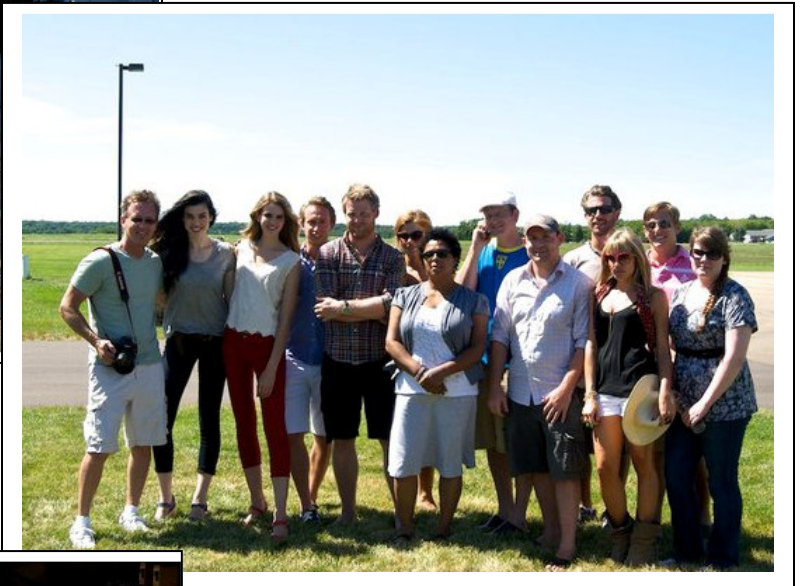
We have been invited to travel, as CMI, to view all of thisand more at the Prudden's Ranch - - maybe as a Fall Run in 2012! Anyone interested?

Fran

Ugglebo Ad

Dennis Carney recently told us that his car was in a photo shoot this spring for the upcoming Ugglebo Fall/Winter 2011 ad campaign. Here's a few of the photos from the session.

By the way, the car is for sale – see the ad in this edition of the SEEL.



CMI Classifieds

FOR SALE

- '64 - steering box (core value \$145.00) rebuilt \$185.00
- '62 - 3 piece front trim NOS \$250.00
- '65 - front grill - very good \$100.00
- '63 - 700 rocker trim (narrow) NOS
- '62 - 500/700 (narrow) rocker trim NOS
- '61 - '63 car steering box - used (core value \$125.00)
\$125.00
- '65 - '66 steering box - used (core value \$125.00)
\$125.00
- '65 - '69 headlight bezels NOS (1 right, 2 left)
- '64 rear exhaust air grill NOS

Jerry Berge 480-250-8816

1966 Monza Convertible, 140/Powerglide, rust free, excellent condition, turquoise w/white interior. \$8500. Dennis Carney 952-941-0732

To All, The time has come to sell Two of my Corvairs, Which two depends on the interest of possible buyers, currently I have '64 Spyder Coupe, '63 Spyder cvt. and "Fred" ('61 flatbed). Most of you are familiar with the cars, because I've had them all for several years. If you have an interest in any or ALL, e-mail me, or call 763-427-7331, Cell # 612-418-3636 Thanks, Wally Couture

1964 Corvair convert. Light metallic blue, good body, good top. Stored many years. Twice painted in the car's life. Car is located in the Hugo/ Lino Lakes area. Contact Michelle: (cell) 651-253-4222

1963 Monza. Engine & drivetrain in good condition(runs). Body in good condition/ recent paint job , all chrome intact. Needs interior work. \$1800/obo 612-749-5711



New: Engine electrical harness, ball joints, Pertronix ignition; headers (110 and 140); custom exhaust; Wallen rebuilt starters generators and alternators; mufflers; rebuilt flywheels; new belly pan for late; crank and rod bearings.
Used parts: complete engines, transmissions, differentials: call for parts – I have a large inventory.

I also offer full time Corvair repair

Gary Nelson 612-866-3247 or cell: 612-644-1258

Wanted

Black steel 15 x 7" wheels. GM: '80's Chevy Caprice, e.g. Tony Berbig (952) 955-2848

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This black & white publicity shot comes from old GM press materials. It features a cute little baby, on the rear parcel shelf of a 1960 Corvair sedan, with this caption typed on the back of the print:

"Spacious area behind rear seat (in this case) acts as a baby crib." (thanks Rich Buratto)

.....

CMI is a non-profit corporation, chartered with The CORVAIR Society of America. Send CORVAIR Minnesota's \$20.00 annual dues, payable by Jan 01, to the CMI Treasurer. Membership in CORVAIR Minnesota entitles you to the monthly newsletter, "The Leeky Seel", with free ads for members, a club window sticker, discounts on club activities, information on parts availability, and good advice on the preservation and enjoyment of the CORVAIR automobile.... Yeah!

THE LEEKY SEEL

3370 Library Lane St. Louis Park, MN
55426-4224 Ph: 763.475.0350
TEMP - RETURN SERVICE REQUESTED

Hope you're not thinking of putting that car in storage yet, there are a few activities coming up - keep that car out!